

FLIGHT JACKET

Vol. 7, No. 10

Marine Corps Air Station Miramar, Calif.

March 18, 2005

Blue Angels seeking applicants

Story by Cpl. Micah Snead

MCAS Beaufort Combat Correspondent

MARINE CORPS AIR STATION BEAUFORT, S.C. — Enlisted Marines and Sailors are being offered the chance to work with Angels.

The Blue Angels Navy Flight Demonstration Squadron is encouraging qualified Sailors and Marines to apply for the 2006 season. Applications must be turned in by April 1, and selection information will be released June 1.

The Blue Angels' mission is to enhance Navy and Marine Corps recruiting and to represent the naval service to the United States civilian community, its elected leadership and foreign nations.

Stationed during the show season at Forrest Sherman Field, Naval Air Station Pensacola, Fla., the squadron spends January through March training pilots and new crewmembers at Naval Air Facility El Centro, Calif.

The following billets are open, according to Chief Petty Officer Louis Arrazola, command career counselor and applications chief petty officer for the Blue Angels:

- * E-5 and E-6 aviation machinist
- * E-4 to E-6 aviation electricians
- * E-4 and E-5 aviation structural mechanics
- * E-4 and E-5 aviation electronics technicians
- * E-5 aviation maintenance administrationmen
- * E-5 storekeepers
- * E-5 and E-6 photographers
- * E-5 and E-6 hospital corpsmen with aviation medical technicians
- * E-5 through E-7 yeomen

Yeomen billets are Type 1 shore duty and only yeomen completing a sea duty tour may apply.

A normal tour of duty with the Blue Angels is three years and is considered Type 2 sea duty for rotational purposes.

See **JOBS** page 8



Marines from 13 different commands board the SS Curtiss on March 2 for a month-long deployment. The ship traveled through the Panama Canal on its way to Sunny Point, N.C., where it will pick up aviation logistics equipment from the 2nd Marine Aircraft Wing. The SS Curtiss is scheduled to return to San Diego in early April. *Photo by Sgt. Joshua Stueve*

'Operation Reconstitution' underway

Story by Sgt. Joshua Stueve

MCAS Miramar Combat Correspondent

ABOARD SS CURTISS — Marines representing 13 different commands departed San Diego aboard the SS Curtiss March 3, to begin Operation Iraqi Freedom Reconstitution 2005.

The SS Curtiss is one of two Navy aviation logistics support ships, known as T-AVBs, responsible for carrying aviation maintenance equipment in support of Marine Corps fixed and rotary wing aircraft. The ship recently carried the 100-plus Marines through the Panama Canal and will dock in Sunny Point, N.C., before returning to San Diego.

"Our primary mission is to transit to North Carolina to pick up aviation logistics equipment to replace the gear 3rd Marine Aircraft Wing left in Iraq," explained Maj. Brian L. Strobel, operations officer, Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd MAW, and commander of troops for the operation.

While participating in Operation Iraqi

Freedom, several logistical units within 3rd MAW left gear in place in Iraq for 2nd MAW, the command that replaced 3rd MAW in Iraq this month. By direction of the commandant of the Marine Corps, 3rd MAW has a limited number of days after returning from deployment to become operationally capable.

Placing the new storage containers into the 3rd MAW arsenal will do more than just fulfill the commandant's requirement. It will ease the workload of each logistical squadron throughout 3rd MAW.

The more than 70 containers the Marines will pick up and bring back with them will be used as logistical workspaces and repair shops for several different 3rd MAW units.

The operation is the first of its kind to be executed using the ship in this capacity.

"Every two years the ship will do exercises off the West Coast," said Brian Fisher, T-AVB coordinator for 3rd MAW. "Basically, the ship will do circles in the Pacific for a few weeks, while a logistical squadron carries out its mission on the ship."

According to Strobel, the evolution is

different from the past because of the multiple goals it seeks to accomplish.

"The mission really has many different objectives," said Strobel. "It's like we are killing eight birds with one stone."

The objectives for Operation T-AVB Activation and OIF Reconstitution 2005:

- * To pick up aviation logistics equipment
- * To standardize the doctrine for the anti-terrorism/force protection plan that will be used whenever Marines board a T-AVB ship
- * To test a new communications system in a real world environment
- * To conduct a loading/unloading exercise while the ship is in port
- * For the reservists aboard, this will be their two-week activation for 2005

Another challenge that makes the operation unique is the fact that there are Marines from many different units taking part.

Marines from Marine Air Control Group 38 are participating, along with MAG-11,

See **UNDERWAY** page 10

Inside

Weekend forecast from Miramar's weather station



**Ceremony
wows
Miramar
Pg 6**



**Marine
astronaut
visits
station
Pg 8**



You can take a dream vacation

By Pamela Liz Wilkins

LIFELines

Imagine sunbathing in the Caribbean or sailing off the coast of Hawaii. Do you dream of Disney World? Wherever your vacation fantasies take you, your first stop should be MWR.

MWR stands for Morale, Welfare, and Recreation. Within MWR is the Information, Tours, and Travel office. They have a wide variety of great travel packages available to military members and their family members. ITT also sells tickets for attractions such as theme parks, museums and zoos at a cheaper price than you'd pay at the gate.

Valerie Clark, MWR Leisure Activities coordinator for Naval Station Annapolis, advises, "Always check with the ITT office before you visit major attractions to see if military discounts are being offered. Especially now, the military is being saluted. Discounts and sometimes free services are being offered."

MWR is the best place to begin your planning. Below are some tips to ensure a dream - not nightmare - vacation.

Do Research

The library and the Internet are great resources, so shop around. You can find links to many MWR travel services at ITT.

Have a family meeting and decide where you want to go. Next, decide how you'll get there. Luckily, as a military family, you have plenty of options. One is "Space-A" travel which allows service members and their families to fly on military aircraft after active-duty personnel are accommodated.

Major Airlines Offer Military Discounts

Check out Orbitz or Expedia for deals. Finding them can be a real challenge, but the LIFELines article, "Surf-

ing the Raging Sea: Airline Travel Online," has great tips. If you fly commercially, remember the extra security precautions and pack accordingly. If air travel makes you queasy, take the bus or train. Military discounts are available on Greyhound and Amtrak.

Like to Be in Control of Your Own Schedule?

Rent a car or RV. You can schedule rest breaks and sightseeing trips at will. Make sure you have a second driver aboard to take over when fatigue hits. If you decide to drive an RV, there are numerous military campgrounds (including MWR campsites) nationwide. Also, Veterans Advantage has a car-rental discount program. Some installations rent campers and travel trailers; call your local MWR Outdoor Recreation Services office for more information.

On a Budget?

Try military-affiliated lodging such as the Navy Lodge or an Armed Forces Recreation Center. Living in Washington D.C.? Check out the U.S. Soldier's and Airmen's Home where enlisted military personnel can stay for \$20 a night. For reservations, call (202) 730-3044.

Taking a vacation doesn't necessarily mean you have to travel thousands of miles. "MWR/ITT offers day, overnight, and even week-long trips in which transportation is included," says Clark. "And you're not limited to the office on your base - shop around at other military communities in your area and tell the staff what types of trips you're interested in taking."

So, whether you're touring Lady Liberty or the Hollywood Walk of Fame, a trip to MWR's ITT office first will pay off in the end.



Is this your Neon?

The above vehicle is marked for impound by the Provost Marshal's Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots. For more information, call 577-1276 or 577-4150.

MIRAMARKS

"What overseas destination would you consider taking a 'Space-A' flight to and why?"



SGT. NATHAN REA

Cable repair technician
MALS-11

"Ireland, so I can see something other than Japan or Iraq."

CPL. DANIEL J. CONELY

Marksanship instructor
H&HS

"Australia, because I didn't get to see enough of the country when I was there."



SGT. QIETH MCQUEERIR

Supply administration chief
3rd Recon Battalion

"Europe or Australia, to see what their cultures are like and see some of the world's artifacts, like the Leaning Tower of Pisa or the Eiffel Tower."



Knowledge is best proactive approach against child abuse

Story by Deanna Angel

LIFELines

Due to high deployment rates and the climate in the world we realize stress is increasing in the family. Parents that are used to having the spouse help with children are now like single parents. And what makes the situation even harder is most military families are away from their extended families. The new role of the parent who is at home has changed. They are now responsible for making sure that everything is taken care of while the spouse is away and not knowing exactly when their spouse will return makes it even more difficult. It is only normal for parents who are at home to feel more stress due to the added pressure.

However, there are many services available to help minimize the stress and get parents linked with others to help them through this challenging time. The last thing anyone wants is for the stress to trickle down to the children and affect their well-being.

One service available to parents is the New Parent Support Program. NPSP provides services to military families who are expecting or who have a child age five

and under.

One of the biggest components of the program is home visitations. Home visitors are licensed clinical social workers, marriage and family therapists and registered nurses who have extensive knowledge of the issues confronting parents serving in the military.

Home visitors work with families to enhance parenting skills and provide needed support. They help families learn to cope with stress, isolation, deployment and family separation issues, as well as the every day demands of parenthood. Home visits are arranged, when possible, at the convenience of the family.

Sensitive to the many challenges and unique stressors of military life, home visitors are available to clients by cell phone for questions and concerns.

NPSP is a free, confidential and voluntary program. For more information please call 619-524-0805 or 858-577-9812

FLIGHT JACKET

The *Flight Jacket* is published every Friday at no cost to the government by Military Guides, a private firm in no way connected with the Department of the Navy or the U.S. Marine Corps under an exclusively written contract with the U.S. Marine Corps.

This civilian enterprise newspaper is an authorized publication for the military services, contents of the *Flight Jacket* are not necessarily the official views of, or endorsed by, the U.S. government, the Department of Defense, Department of the Navy or U.S. Marine Corps.

It is for informational purposes only and in no way should be considered directive in nature.

The editorial content is edited, prepared and provided by the Public Affairs Office. Comments or ques-

tions should be directed to ombpaoflight@miramar.usmc.mil. The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement by DoD or the Military Guides, of the products or service advertised.

Everything advertised in this publication must be made available for purchase, use or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other nonmerit factor of the purchaser, user or patron. All queries concerning business matters, display ads or paid classified ads should be directed to Military Guides, 9636 Tierra Grande, Suite 201, San Diego, CA 92126, or (858) 547-7343.



MAJ. GEN. KEITH J. STALDER
Commanding General
3rd Marine Aircraft Wing



BRIG. GEN. CARL B. JENSEN
Commander MCABWA
Commanding General
MCAS Miramar

Maj. Curtis Hill
Public Affairs Director

1st Lt. Albert Eskalis
Public Affairs Deputy Director

Gunnery Sgt. Barry L. Pawelek
Public Affairs Chief

Staff Sgt. Houston F. White Jr.
Internal Information Officer

Cpl. Paul W. Leicht
Internal Information Chief

Sgt. J.L. Zimmer III
Layout

Committee addresses family issues

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

The Family Advocacy Committee, consisting of representatives from various units and departments across Miramar, met March 10 to identify current and future needs of family advocacy programs.

“The membership of FAC consists of representatives from many different areas including medical, the Provost Marshal’s Office, the Staff Judge Advocate, the station inspector, family readiness, Marine and family services, the counseling center, and senior officer and enlisted leadership,” said Col. Michael F. Brooker, Family Advocacy Program officer for Marine Corps Air Station Miramar.

“This broad experience base conducts ongoing assessments of the effectiveness of the FAP and recommends and initiates new programs that serve the victims of domestic violence, child or spouse abuse, and rape and sexual assault.”

During the committee meeting, the representatives brought up issues ranging from Post-Traumatic Stress Disorder to childcare, especially in light of deployments by Miramar Marines to combat zones.

The main mechanism through which a variety of programs, services, and activities are provided to Marines and their families is the Personal and Family Readiness Program, of which FAP is one part, according to Brooker.

“The primary focus of the program is education and prevention, with the education occurring in annual training and public service announcements,” Brooker said.

“This enables Marines and families with the knowledge necessary to identify and prevent situations before they develop into serious problems that can negatively impact the mission readiness of in-



Brig. Gen. Carl B. Jensen, commander, Marine Corps Air Bases Western Area and commanding general of Marine Corps Air Station Miramar, speaks to the Family Advocacy Committee March 10 about his intent of providing Miramar the best possible support to take on the myriad of challenges facing Miramar Marines, Sailors and their families because of long deployments and stressful working environments. The FAC is a multi-disciplinary committee that provides recommendations to the installation commander for Family Advocacy Program policies and procedures, and facilitates military and civilian integration of social services. Photo by Cpl. Jonathan K. Teslevich

dividual Marines.”

Part of the education begins at the top; by Marine Corps order, all squadron commanders and sergeants major must receive a brief on the personal service programs within 45 days of assuming command positions.

The best way to inform those incoming leaders are face-to-face meetings that help inform them of problem trends within the unit, said Tim K. Stanton, the coordinator for Community Response, Family Advocacy Program, Marine Corps

Community Services Miramar.

“These problems can be the result of extended deployments or the challenges faced with being stationed in southern California and can be resolved through stress management, couples communication, problem solving skills, anger management, conflict resolution, substance abuse prevention and financial counseling,” said Stanton.

According to Stanton, a critical role of identifying and resolving issues resulting from deployments is played by

spouses because they are better able to spot symptoms of PTSD and other related conditions in the home environment because Marines seem to not show them at work.

“Suicide rates have risen for Marines— they are having problems readjusting to being back home— but there is no magic wand to make (the symptoms) go away. That is why the committee is here,” concluded Brooker.





Col. Earl S. Wederbrook (left), commanding officer, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, is presented an award March 11 for completing 5,000 mishap-free flight hours, by Lt. Col. Russel Emons, commanding officer, Marine Fighter Attack Squadron 314, MAG-11, at Marine Corps Air Station Miramar, Calif. *Photo by Sgt. J.L. Zimmer III*

CO completes 5,000 mishap-free hours

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

There are many goals a person can accomplish in the span of 5,000 hours; earn a masters degree, write a book, or travel around the world a few hundred times.

In the case of the commanding officer of Marine Aircraft Group 11, 3rd Marine Aircraft Wing, 5,000 hours were spent behind the controls of more than 15 different types of aircraft over a span of 25 years.

Col. Earl S. Wederbrook reached this landmark achievement March 11, when he completed a flight at Marine Corps Air Station Miramar.

“This (milestone) is a testament to Marine aviation,” said the 50-year-old Bainbridge, Ga., native. “This was nearly 5,000 times that Marine aviation did everything right and, of course, this is mishap-free.

“This means 4,200 times there was a 19-year-old plane captain doing (his job) right and a 20-year-old final checker doing everything right.”

Wederbrook’s modest demeanor makes clear he is more proud of his Marines and squadrons for doing their job, rather than his personal achievement.

“For me it is a milestone, personally, but professionally I take pride in what this

really represents; all the Marines I have worked with for the past 20 years flying,” he said. “It shows that they were dedicated to their job.”

According to Lt. Col. Philippe D. Rogers, commanding officer, Headquarters Squadron, MAG-11, Wederbrook is a talented pilot with a lot of knowledge of flying to pass on to junior aviators.

“He is a very experienced pilot and recently flew combat missions with (Marine Fighter Attack Squadron All Weather 242), in Iraq,” Rogers, an Alexandria, Va., native, said. “He has also supported 1st Marine Expeditionary Force in combat operations in Fallujah.”

Wederbrook, however, gives most of the credit for his achievement to the work done by his subordinates, but he added that his devotion to flying helped him reach the 5,000-hour mark as well.

“Opportunities were there and I never turned down a (flight). This (meant) being available for the early flights and the late flights and working the weekends,” he said.

Wederbrook threw advice out to all new pilots, remarking they should do whatever it takes to reach their goals.

“As a new guy, take whatever they give you and never turn down a hop,” he added. “If it’s the early or late flight, jump on it.”

On the road again...



Marines from Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, board the plane that will take them to Iraq in support of Operation Iraqi Freedom. The main body of HMMH-465, a CH-53E Super Stallion squadron, deployed from Marine Corps Air Station Miramar March 12, to Iraq for the third time in support of OIF. *Photo by Lance Cpl. James B. Hoke*

DoD works to improve care, transition for wounded servicemembers

Story by Ms. Samantha L. Quigley

American Forces Press Service

WASHINGTON — The military’s goal is to provide world-class care from injury on the battlefield through its stateside medical facilities, a top Army medical official said here today.

Maj. Gen. Joseph Webb Jr., the Army’s deputy surgeon general and chief of staff of its medical command, testified with six other military officials before the House Armed Services Committee’s subcommittee on military personnel.

“It’s certainly the goal of the Army Medical Department to provide world-class care from the point of injury on the battlefield all the way back to return to duty,” he said. “That’s always been our goal, always will be and we want to take every step of that way treating our servicemen with dignity and compassion.”

Four servicemembers injured in the Global War on Terror also testified, and they agreed the medical care they received was excellent. The administrative side of the coin, however, received far fewer accolades.

The four, one member from each service, made up the first panel to testify before the subcommittee. All had tales that reflected the commitment of seamless care from the battlefield to the hospitals that Webb spoke of.

Marine Sgt. Christopher Chandler said pain management was the only glitch he experienced in his care and transition back to active duty as an amputee.

But when it came to how their cases were handled administratively, the servicemembers related incidents of failure to notify family members of their injuries, facilities ill-equipped to handle an amputee patient and in one case, a reserve Sailor being denied the limited duty status he needed to get timely follow-on medical care.

“These men and women have displayed their total commitment, and they certainly deserve everything we can do for them.”

***Vice Adm. Gerald Hoewing
chief of Navy personnel***

Chief Warrant Officer James Keeton with the Arkansas National Guard said he discovered the first of several administrative shortcomings in his case when he called his family from Landstuhl Regional Medical Center in Germany, where he was taken from Iraq with an irregular heartbeat and a bronchial condition.

“The system, as it began to separate the administrative functions from the medical functions, unraveled at Landstuhl,” Keeton said. “It was there I found out my family had never been notified. When I called my children to tell them that things weren’t as bad as they originally thought, ... they said, ‘Well, Dad, what are you talking about?’”

His experience continued upon his arrival to Fort Hood, Texas, where he was told to see a cardiologist. Instead, an internist saw him for his heart condition.

The internist scheduled some follow-up appointments and sent him on his way. He was also to have been assigned a care manager to help him transition back into his rear detachment unit. That individual was not at work that day, and there was no backup.

To top matters off, he said, his rear detachment had not been notified of his impending arrival.

“Essentially, I spent two days roaming around Fort Hood by myself trying to get situated ... back into the system for the rear detachment,” Keeton said

All four panelists agreed that some sort of briefing on

what they could expect to happen in the event they were injured would be helpful.

The two reservists on the panel, Keeton and Navy Chief Petty Officer Anthony Cuomo, also expressed their concern that reservists and guardsmen are treated differently from their active duty counterparts administratively.

This also was a concern for Air Force Senior Airman Anthony Pizzifred, who testified that while he was considered an Operation Enduring Freedom/Operation Iraqi Freedom patient, his care was excellent. There was a marked difference in his care once he returned to active duty status, though, he said.

“In my case, Air Force hospitals were not equipped or knowledgeable on amputee follow-on care and ... ordered all my treatment through Army medical centers,” Pizzifred said. “However, I was referred to an Army medical center which also lacked experience in treating amputee patients.

“I understand that these types of injuries were uncommon prior to the war,” he continued, “but I believe physicians need to get more training and experience on amputee victims prior to patients arriving at any medical center.”

Vice Adm. Gerald Hoewing, chief of Navy personnel, said the services - the Navy in particular - are working to address these issues.

“These men and women have displayed their total commitment, and they certainly deserve everything we can do for them,” he said. “It’s our honor and our duty to provide them the maximum support possible and help them cope with these challenges associated with recovery from their injuries.”

The care of servicemembers involves medical treatment and the transition back into civilian life.

Battle Color Detachment dazzles Miramar

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

For more than 50 years, the “Commandant’s Own” U.S. Marine Drum and Bugle Corps, combined with the Silent Drill Platoon and the United States Marine Corps Color Guard, have entertained audiences around the world.

The Battle Color Detachment made its annual visit to Marine Corps Air Station Miramar, Calif., March 8 to entertain a capacity crowd with their expertise in military drill and music.

“This was a wonderful performance,” said Sam Merrick, vice president of military affairs, Lincoln Property Management. “The precision marching and their movements are military drill, but at the same time they’re making great music.

“The aura of patriotism that surrounds the ceremony is what makes this so impressive,” he added.

The Battle Color Ceremony highlights the long history of the United States Marine Corps as a premier fighting force in the world. The Marine Corps’ colors have more than 50 streamers, representing more than 400 battles and campaigns the Corps has been a part of during its 229-year history.

The Marine Corps Color Guard participates in as many as 1,000 ceremonies each year.

Bill Hiltbrand, the last surviving founder of the Drum and Bugle Corps, still eagerly awaits the performance of the unit he helped establish more than 50 years ago.

“I look forward to this (performance) every year,” said the 86-year-old Hiltbrand. “There were originally 32 of us and I am the last one able to make it.”

One spectator new to the ceremony said he hopes to view it again if possible.

“The uniformity and the talent (of the performers) motivated me,” said Lance Cpl. Chris M. Harper, motor transport operator, Marine Wing Support Squadron 373, Marine Wing Support Group 37, 3rd Marine Aircraft Wing. “I couldn’t do what they do, but I enjoyed watching them.”



Master Sgt. Mark Miller, drum major, U.S. Marine Drum and Bugle Corps, leads the musicians of the Drum and Bugle Corps on the flight line of Marine Corps Air Station Miramar, Calif., March 8, during the annual Battle Color Ceremony performance aboard the installation. Photo by Sgt. J.L. Zimmer III



Marines from the Silent Drill Platoon, Battle Color Detachment, stand at attention waiting to begin their performance on the flight line at Marine Corps Air Station Miramar, Calif., March 8. The Silent Drill Platoon, along with the U.S. Marine Drum and Bugle Corps and the United States Marine Corps Color Guard, traveled to the air station to perform the Battle Color Ceremony. Photo by Sgt. J.L. Zimmer III



Brig. Gen. Carl B. Jensen, commander, Marine Corps Air Bases Western Area, and commanding general, Marine Corps Air Station Miramar, Calif., (kneeling, center) speaks with Bill Hiltbrand, the last surviving founding member of the U.S. Marine Drum and Bugle Corps, after the Battle Color Ceremony, March 8. Photo by Sgt. J.L. Zimmer III



Astronaut inspires Marines

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

“Attention on deck” is called from the front of a room full of servicemembers.

“Please relax...sit down, sit down,” said a smiling gentleman in gray slacks, a neatly tucked burgundy shirt and a blue dress jacket, adorned with a small U.S. flag pin and eagle, globe and anchor emblem.

Marines and Sailors from Marine Aircraft Group 11, 3rd Marine Aircraft Wing, sat back into their seats in the MAG-11 auditorium March 4 to listen to retired Maj. Gen. Charles F. Bolden, former 3rd MAW commanding general, speak about his life.

Bolden had an abundance of information to pass onto the servicemembers, due to the wealth of experience he gained throughout his military and civilian tenures.

The general’s notable career took off in 1968, when he graduated from the U.S. Naval Academy with a Bachelor of Science degree. Following graduation, Bolden was commissioned a second lieutenant in the Marine Corps and became a naval aviator, flying more than 100 combat missions in North and South Vietnam, Laos and Cambodia.

“I never wanted to be a Marine,” said Bolden. “I decided in junior high school that I wanted to go to the Naval Academy to be a midshipman...I didn’t have a clue what that entailed. I really didn’t know I’d have to serve five years in the Navy when I graduated.

“I just wanted to be a midshipman,” he added. “All through high school I kept applying to get into the Naval Academy and I finally did.

“I went there with two things in mind—I would not be a Marine, because Marines were as strange then as they are now, and I did not want to fly airplanes—I thought it was inherently dangerous,” he continued. “My first company officer was a Marine—a picture perfect Marine tough-guy, like my dad. He lived honor, courage and commitment. He didn’t tell you about it, he just did it. By the time I graduated I decided—‘hey I can do anything now, I think I’m going to be a Marine.’”

Bolden explained how he felt indestructible as a second lieutenant and wanted to be an infantry platoon commander during the 1968 Tet Offensive in Vietnam.



Retired Maj. Gen. Charles F. Bolden, former commanding general of 3rd Marine Aircraft Wing and former astronaut for the National Aeronautics and Space Administration, talks to Marines and Sailors from Marine Aircraft Group 11, 3rd MAW, about his explorations in space, as well as many of his other noteworthy life accomplishments and experiences. After his speech and question and answer session, many servicemembers left the auditorium inspired to ‘reach for the stars.’ Photo by Lance Cpl. Skye Jones

“I did not want to go to flight school,” he said, shaking his head. “I thought about it, but then one day we had a three-day war in November and it was cold, rainy and snowy, so I volunteered for (security duty) because I did not like the cold.

“For three days and nights, I stayed up because I was afraid I’d die,” Bolden added. “I no longer wanted to be a grunt. I didn’t want to fly, but I knew that Pensacola (Fla.) was warm...I kid you not.”

In 1979, Bolden graduated from the U.S. Naval Test Pilot School and served as an ordnance test pilot, logging over 6,000 flight hours in over 30 different aircraft. The National Aeronautics and Space Administration later selected Bolden as a candidate to become an astronaut.

“I never wanted to be an astronaut,” admitted Bolden. “I knew what astronauts were—I saw Neil Armstrong, but I still didn’t want to be an astronaut. I thought about applying, but then I chickened out.”

Later Bolden had the opportunity to talk with a few astronauts and ultimately decided to apply for the space program through the Marine Corps, which eventually led to him completing four space missions and spending more than 680 hours in space.

MAG-11 Marines and Sailors were captivated during Bolden’s slide-show presentation of his space explora-

tions.

The room erupted in laughter when Bolden described the bathroom in the space shuttle.

“When you’re going to the bathroom, there’s a handle you hold onto, so you don’t float away, while you’re, uh ... you know.”

Bolden continued to keep his audience entertained during the remainder of his presentation.

“One of his best qualities is that he’s a people person,” said Sgt. Maj. Peter J. Trower, sergeant major, MAG-11. “Private to general, anyone can come up to Maj. Gen. Bolden and feel comfortable.”

Bolden closed his presentation with a few final words about success.

“Some find that they are meant to be career Marines, but even if you decide to do only one tour (of duty), just make sure you do what you love,” he said. “The Marine Corps has given you preparation for life that you won’t find anywhere else. Go out and make a contribution.”

Bolden’s words affected more than just a couple of servicemembers.

“I learned three great things from (Bolden)—don’t be afraid of failure, study hard and take risks,” said Navy Lt. John Logan, assistant group chaplain, Marine Aircraft Group 16, 3rd MAW. “He made me want to literally reach for the stars.”

JOBS

continued from page 1

Outstanding E-4 applicants will be considered, according to Arrazola.

“We are looking for motivated, hard-charging Sailors and Marines with outgoing personalities to represent the pride and professionalism found throughout today’s Navy,” Arrazola said.

“A job with the Blue Angels could be a once-in-a-lifetime opportunity for any Marine or Sailor.

“This is a great opportunity to showcase the professionalism the Navy and Marine Corps have to offer,” Arrazola continued. “It is also a great chance to travel throughout the United States and Canada.”

Application details are outlined in Naval Administrative Message 261/04.

For more information, or to receive an application, visit www.blueangels.navy.mil, or call DSN 922-2583, ext. 152 or (850) 452-2583, ext. 152.

VMFAT-101 trains pilots to soar high

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

The thunderous roar of jet engines echoes across a vast stretch of flight line, as an F/A-18 Hornet bursts up the runway and launches into the sky.

A Hornet pilot must complete many long hours of training before reaching the phase where they can actually fly the powerful fighter jet.

Since Jan. 3, 1969, Marine Fighter Attack Training Squadron 101 has been one of the squadrons responsible for giving pilots the training they need to accomplish that feat.

“All pilots have to go through (flight) training, but they can do it here or the pilots can also do it with Navy squadrons,” said 1st Lt. Clayton Penton, weapons system officer, VMFAT-101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing.

Before moving on to more advanced training, VMFAT-101 starts pilots off by teaching them the basics of the Hornet.

“The syllabus here takes about 10 months,” said Penton. “You start off with the basics of learning how to operate the aircraft, how it handles and how to take off and land.

“Once you have done that, the rest is all tactics, deploying the weapons systems and using radar,” he added. “Most of the training here is learning tactics and how to deploy the Hornet’s weapons systems.”

According to Maj. Christian J. Leeuw, air-to-air phase



Maj. Christian J. Leeuw, air-to-air phase instructor, Marine Fighter Attack Training Squadron 101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, gives a brief March 9, on Fighter Weapons 153, a two-fighter versus one fighter scenario, to a student pilot at Marine Corps Air Station Miramar, Calif. VMFAT-101 has been training new pilots and backseat weapons system operators since Jan. 3, 1969. Photo by Lance Cpl. James B. Hoke

instructor, VMFAT-101, the 10-month syllabus is divided into four phases known as transition, air-to-ground, air-to-air and carrier qualification.

“Each phase is extremely intense and structured, beginning with academics,” said Leeuw. “It is followed up by simulators and finally, moving the pilot into the real thing.

“We don’t just throw (students) into the airplane,” he added. “They go through a lot of ground training before

we actually put them in a flight situation. Even then, we use a crawl, walk, run mentality. We break it down into small basic parts and after that, we add onto it.”

According to Leeuw, piloting isn’t the only vocation VMFAT-101 teaches.

“We don’t train just pilots,” he said. “We also train weapons system operators for the two-seat (aircraft) community. We don’t only train Marines either; we train Navy aircrew, as well.”

VRC-30 out slugs Usual Suspects, 29-20

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

Producing a barrage of home runs, line drives and a few spectacular catches, the heavy hitters of Fleet Logistics Support Squadron 30, known as VRC-30, defeated the Usual Suspects 29-20 in the championship game of the Miramar Bombs Away Softball Tournament at the Marine Corps Community Services Sports Complex March 12.

The tournament, organized and operated by the Miramar varsity softball team, was used to raise funds to support the team's efforts on the diamond this year.

The event raised approximately \$1,500, according to Chief Warrant Officer 3 Steven S. Alvey, administrative officer, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, and tournament organizer.

A diverse group of 10 teams comprised of active duty servicemembers, former military members and civilians from across San Diego County competed in the day-long tournament.

The tournament offered the opportunity to play fun, competitive softball on perhaps the best maintained fields in the county, according to one participant.

The Usual Suspects had a 4-3 advantage after the first inning on a monster homerun shot by designated hitter Sean

Tomlinson.

The Suspects increased their margin to two runs in the second inning, but the offensive juggernaut that was VRC-30 could not be contained for long as they busted loose for eight runs in the third inning on a barrage of base hits that had the Suspects defense chasing balls around the field of play.

The VRC-30 hit parade kept on rolling through the Suspects in the fourth inning for seven more runs and a 20-11 lead, turning Suspects pitcher Kevin Wades offerings into tightrope line drives past the infield and in front of charging outfielders.

In the sixth inning, the Suspects brought home five runs, cutting the VRC-30 lead to 27-18, an easily closed gap according to the rowdy Suspects bench as they came in to hit in the top of the seventh.

Stepping up to the plate for the final inning and their last chance for victory, the Suspects plated two runners, who, despite their best efforts to rally the Usual Suspects past their tenacious opponents, conceded defeat before VRC-30 finally closed out the game 29-20.

"Our guys were focused today, they handled everything the competition brought to the field," said Chris Cheney, VRC-30 coach.



Fleet Logistics Support Squadron 30, known as VRC-30, right fielder Ryan Thompson hammers a ball to center field during action in the Miramar Bombs Away Softball Tournament at the Marine Corps Community Services Sports Complex March 12. The heavy-hitters of VRC-30 defeated the Usual Suspects 29-20 in the championship game using a barrage of home runs, line drives and a few spectacular catches. Photo by Cpl. Jonathan K. Teslevich

UNDERWAY

continued from page 1

MALS-11, MALS-13, MALS-16, MALS-39, MALS-41, MALS-42, MALS-49, Marine Wing Support Group 37, Marine Wing Support Squadron 373, MWSS-374 and 4th MAW.

"It's great to have the 4th MAW Marines out here," noted Strobel. "The cooperation and integration of each individual unit into one unit has been impressive."

The T-AVBs were used during Operation Iraqi Freedom, but never had a specific anti-terrorism/force protection doctrine written for the ships, said Strobel.

"What we are trying to do is to develop standard operating procedures for anti-terrorism and force protection that any Marine unit can use effectively when they board these ships," said GySgt. Derrick E. Walker, squadron gunnery sergeant, MALS-11, and first sergeant for the evolution.

While passing through the Panama Canal, the Marines will beef up security by manning heavy machine gun posts and having multiple Marines roving the ship looking for any possible threats. The ship is equipped with several different heavy and medium machine gun turrets, along with a technologically advanced radar system that can detect virtually any sea vessel, regardless of size.

Also while in port the Marines will be conducting loading and unloading exercises aboard the SS Curtiss.

"We'll let them bang around a few empty containers first," said Fisher. "Then when they get the hang of it, we'll start loading up the real vans that are filled with all the equipment and gear they're going to be bringing home."

The SS Curtiss is scheduled to return home to San Diego in April.

Miramar Movies

The Station Auditorium is located in building 2242, and will be featuring the following movies free of charge. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to www.mccsmiramar.com.

Friday:
4:30 p.m. Alone in the Dark (R)
6:30 p.m. Sideways (R1)
8:45 p.m. Assault on Precinct 13 (R)

Saturday:
2:00 p.m. Are We There Yet? (PG)
6:30 p.m. In Good Company (PG-13)
8:45 p.m. Phantom of the Opera (PG-13)

Sunday:
1:00 p.m. In Good Company (PG-13)
6:30 p.m. Coach Carter (PG-13)

Wednesday:
6:30 p.m. Boogeyman (PG-13)

Thursday:
2:00 p.m. Pooh’s Heffalump Movie (G)
6:30 p.m. Alone in the Dark (R)

Post Office Relocation

The Miramar Post Office, located in Building 2257, will be closed due to remodeling for approximately eight to 10 weeks. Construction has begun and during this period, all financial transactions, which include mailing parcels, as well as purchasing stamps and money orders, will be conducted at a satellite location behind Bldg. 2257. For more information, call (858) 577-6058.

Religious Services

The Chaplain’s Office is located in building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist

Wednesday:
7 p.m. Baptist service

Monday-Friday:
11:30 a.m. Roman Catholic daily mass

Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

Tax Center Assistance

The MCAS Miramar Income Tax Center is now available to help servicemembers prepare and electronically file their federal and state income taxes for free. Hours are 9 a.m to 5 p.m. Monday through Friday. For more information, call (858) 577-1040.

Marines wanted

Headquarters Marine Corps is looking for a few good men and women to audition for the new Marine Corps recruiting commercial.

Any sergeant and below interested should report to the Reserve Support Unit auditorium March 24 at 7 a.m. in camouflage utilities. No acting talent is required.

For more information, call 577-7543.

PMO closure

The Provost Marshal’s Office administration section has moved to Building 6310, the same building as recycling.

Hours of operation are Mon. to Fri. 7:30 a.m. to 4:30 p.m., and it is closed weekends and holidays. Finger printing for security clearances is still available at PMO, Building 7117 from 1 to 4:30 p.m.

CIA looking for applicants

The CIA will have recruiters at the MCABWA auditorium March 30 beginning at 2:30 p.m. A senior operations officer and a regional recruiter will be conducting an information session to discuss hiring requirements and the employment process.

For more information, call 577-6491.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal’s Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1995 Dodge Neon	CA/3KGZ374	1993 Plymouth Voyager	4HVP334
1989 Subaru GL	CA/1REE135	Unk. Mazda 626	CA/1STD385
Unk. Honda Prelude	No Plates No VIN	1993 Ford Escourt	CA/3EKK843
Red Sea King Boat	No Plates No ID	1998 Honda DX	CA/2YBS381
Hydra Sports Boat	FL/CZ39M	Unk. Honda Accord	GA/77693
Unk. VW Jetta	No Plates No VIN	1990 Ford Mustang	CA/2TAX992

